

REFERENCE CENTER LIBRARY

~~CONFIDENTIAL~~

CENTRAL INTELLIGENCE GROUP

INTELLIGENCE REPORT
CONFIDENTIAL

COUNTRY Korea

SUBJECT Economic Information:
Northwest Korea

CONFIDENTIAL

This document is being upgraded to CONFIDENTIAL in accordance with a letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States, Washington, D.C.

Transmittal Date: 2008

5/12/47 12 July 1947

PAGES 2

SUPPLEMENT

25X1 ORIGIN

25X1

Discussion

[illegible]

i. Passenger Train Schedules

25X1

[] Note: The information given below was obtained [] during one round trip between Simiju (Shingishu) (124-24,40-06) and Pyongyang (Heijo) (125-44,39-01) via Chinnampo (125-24,38-44). The times for departures and arrivals are approximate.)

25X1

From <small>(ORIGIN)</small>	To <small>(DESTINATION)</small>	Depart <small>(DEPARTURE TIME)</small>	Arrive <small>(ARRIVAL TIME)</small>	Remarks <small>(REMARKS)</small>
Simuiju	Pyongyang	0700	1630	Fare recently increased to 300 won. [] Note: Fare in February: 113 won). Trip made on schedule. Scheduled time: nine and one-half hours. [] Note: Scheduled time in February: nine hours).
Pyongyang	Chinnampo	1400	1800	Fare 90 won. 6 passenger cars on train. Trip made on schedule. Scheduled time: four hours. No cars reserved for Soviet troops. One train per day.
Chinnampo	Pyongyang	0800	1200	One train per day.
Pyongyang	Simuiju	1200	0030	Eight passenger cars. Two passenger cars reserved for Soviets. One train per day. Train delayed three hours because of engine trouble.

2. The railroad between Pyongyang and Chinnampo is now single-tracked except at stations along the line. This line was formerly double-tracked but one track has been removed by the Soviets.

Document No. 44
NO CHANGE in Class

WARNING NOTICE: THIS DISTRIBUTION LISTING MUST BE

EXCISED BEFORE PUBLIC RELEASE OF THIS DOCUMENT

Class. CHANGED TO: TS S C
DDA Memo CLASSIFICATION

Auth: DDA REG. 77/1

Date: 13 APR 1978 By

~~CONFIDENTIAL~~

CONFIDENTIAL

25X1

25X1A

~~CONFIDENTIAL~~

25X1A

3. Freight traffic on the Chinnampo-Pyongyang line is heavier than on the Sinuiju-Pyongyang line. [] Note: [] this information on the following: Two freight trains, each with seven or eight flatcars and boxcars, and one freight train, with 12 flatcars and boxcars, were passed during the trip from Chinnampo to Pyongyang. One freight train, with eight flatcars, was passed during the trip from Sinuiju to Pyongyang.)

25X1

~~CONFIDENTIAL~~

CONFIDENTIAL